

THE RIO NEWS.

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NUMBER 39

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Dr. W. Havelburg, Physician, Surgeon and Accoucher: Office and residence: Rua da Alfândega No. 29, from 2 to 4 p. m.

Dr. Cleary, Physician and Surgeon: Office 51, Rua dos Ourives. Hours, from 12 to 3. Residence, Rua da Real Grandeza No. 33. Botafogo. Telephone 1558.

Dr. C. Feldhagen, Surgeon and Accoucher. Clinic from 2 to 4, Praça General Osório No. 63. Res. Rua Marques de Abrantes No. 57. Telephone 1138.

Dr. A. Stewart, late resident surgeon Glasgow Western Infirmary and senior assistant physician City of Glasgow Fever Hospital. Office, 29 Rua do Romão; 1 to 3 p. m. Residence 108 Rua Marques de Abrantes. Telephone 5744.

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A. J. LAMOREUX, Editor and Proprietor.

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EDITORIAL AND PUBLICATION OFFICES:—
79, Rua Sete de Setembro.
RIO DE JANEIRO, SEPTEMBER 27th, 1892.

The scheme now under consideration for the organization of a central association of all classes interested in the coffee trade, is so decidedly good that it needs no advocacy. For a branch of production and commerce representing so much money and such vast economic interests, an association of this character is a necessity, and it reflects very little credit on those interested that such an organization was not long ago effected. The questions constantly arising as to production, transportation, grading and shipping are so important that they require the best study and solution that the whole trade can give them, and these alone demand co-operation. Such an association could easily undertake to secure information in details of planting and to encourage experiments tending to an improvement of the product, all of which would be of direct benefit to the country and to the reputation of its principal product. No such effort has ever been made, although its advantages are clearly apparent. In questions of transportation it could not help being of incalculable benefit, particularly at the present time. The costs of marketing the product and the obstacles met in handling it in this port, are also

questions of pressing importance, and which will never be solved until all the classes interested are brought more closely together and are made to see that their interests are dependent upon each other, and not antagonistic. By all means let the association be formed and then let us have concerted action in carrying out improvements which all must admit are most necessary.

We are glad to note that there is probability that the S. Paulo railway question will again be opened with good prospects for its successful settlement. The differences of opinion which have arisen between the government and this railway company ought to be settled elsewhere and should not be permitted to stand in the way of the immediate extension of the company's transportation facilities. As we have before stated, we have no sympathy whatever with the English company's claim to an exclusive privilege in the port of Santos, even though there may be something of justice in its protests against lines which start from beyond its terminus and seek its seaport by a circuitous route outside its privileged zone. The object of a privileged zone is to protect a line against competition, which in this particular case fails to do. However, all this dispute can easily be settled by other methods than that of exacting a surrender as the price of a new favor, which the minister of agriculture very unjustly tried to do. The needs of the port of Santos and state of São Paulo are so pressing that they can not wait. At this moment, as we are informed, there are one hundred and twenty-five vessels waiting in the port of Santos to discharge at the railway pier, and it will take not less than eighteen months to effect their discharge, to say nothing of new arrivals. The streets and warehouses are full of merchandise for shipment up country, and although the railway is doing an immense amount of work with the facilities at its disposal it is practically a hopeless task to try to clear away the accumulations of goods awaiting shipment. Under these conditions not one single obstacle should be permitted to stand in the way. The São Paulo railway should at once double or even quadruple its lines and it should work every hour in the twenty-four. It is not asked to do all this as a favor, but as an obligation, for which it will be duly paid. And to make the company's obligation all the clearer and stronger, the government should be very careful not to interpose one single obstacle. There are too many vital interests concerned to permit petty considerations to stand in the way of so important and general a public service.

INTOLERANCE IN CATHOLICS.

Rio de Janeiro, 22nd September, 1892.

To the Editor of THE RIO NEWS:

Dear Sir.—I have no desire to protest against your remarks of 20th September on intolerance in Catholics or any other body of people in Brazil. Neither could I object to a truthful criticism of intonations and disreputable facts such as ignorance of religion, immorality in people or in their priests, pertinacious and virulent opposition to liberal views, etc. On the contrary, I think the exposure and censure of such things, here as elsewhere, is a public journal should meet powerfully to put them down.

I consider, however, unbecoming for and unfair, your attributing to the Catholic Church the direct teaching and organized protection of the gross evils you mention. Such accusations are rather offensive to Catholics of other nationalities in Brazil, though I am certain you did not intend this, for they know and acknowledge the absolute identity of the same church in Brazil, England and every other country, and well know that the charge you make against it is unfounded, and, if you allow me to say so, partakes of the very intolerance which you censure.

I am, dear Sir,
Yours very truly,
A ROMAN CATHOLIC IN RIO.

In regard to the foregoing, we have earned the right to say that we are not in the habit of making unfounded charges. Those who know us will also bear testimony that we are not intolerant toward any religious sect. We are quite as ready to criticize the excesses of one sect, as those of another, consequently our correspondent must acquit us of the charge of intolerance. As for the issue raised on our accusing the Catholic church here of "protecting immorality," the facts prove the truth of our assertion. We did not say that the church "teaches" immorality; nor do we now make such an assertion, although the indirect results of the conduct and policy of the priesthood might warrant such a charge. To prove that it protects immorality, we have only to cite

the obstacles which the priesthood places in the way of marriage, which is the cause of so many illegal unions and of so much vice in the country. Our correspondent is a just and observant man; can he point out a country where there is a larger percentage of illegitimacy than in Brazil? In this city it is probably not less than 20 per cent. A few years ago we saw a statistical return which showed a percentage of more than 50 per cent in a town not far from here. A gentleman some time since told us of a small village in Minas, which he had just visited, in which there was but one married couple. The reason given for this state of things was that marriage costs too much and the church exacted impossibilities. We once met a poor fisherman who had expended over a hundred milreis in fees trying to get a certificate of baptism, preliminary to getting married. As for the open immorality of the priests—not all of them, of course—it is unnecessary for us to make an accusation. The whole world knows what their reputation is, and we have heard foreign Catholics criticize it as severely as any Protestant could do. We have more than once discussed these same questions, and have blamed the priesthood of the Catholic church for much of the immorality, ignorance and apathy of the Brazilian people, and as long as they continue to occupy the responsible position which they still hold, that of teachers and moral guides, we must continue to hold them strictly responsible for their teachings and their conduct. If they fail to satisfy our expectations, then it is our duty to criticize, and we trust our correspondent will believe that we do so without the least desire or intention of casting reflections on others.

THE TRANSPORTATION CRISIS IN THE STATE OF S. PAULO AND THE S. PAULO RAILWAY.

(Continued.)

IV
We have had ample cause for discussing the clause of Decree No. 1,759 of April 26th, 1856, in regard to the grant to the S. Paulo Railway Company.

However clear the provisions of clause II of that Decree may be, they have failed to convince the superintendent who, while he is the possessor of the building of other lines in Santos in a different direction, does not, however, conform to the grant made to the Sorocabana company, nor to that made to the Mogiana.

Thus in the opinion of the worthy superintendent of the S. Paulo Railway Company built these roads have the same direction as the English road, and hence his protest before the sectional judge and his communication to the board of directors in London in regard to the alleged dispute initiated by the government.

Now this dispute is merely a product of his imagination and the new protest is merely another proof of what we have asserted in these columns, that this company considers itself the absolute proprietor of the carrying trade between Santos and the interior, because in its opinion no road can leave Santos without going in the same direction.

In the preceding article we examined clause II of Decree 1,759 and we have not only proved that the port of Santos is not privileged territory of that road, whose grant indeed was made for the vicinity of the city of Santos, but also that no other port on its route is privileged in the sense of excluding the passage of other roads.

Let us, however, examine the new clause proposed by the government, which with others led to the company to refuse to sign the contract.

If the action of the talented Dr. Serzedello Cordeiro in shielding the interests of the state from the encroachments of the English company had any other justification, the article of the very important published in the *Journal do Commercio* of the day before yesterday would be sufficient to prove that the honorable minister showed thorough comprehension of the duties of his position in opposing the absurd claims of a company, whose shareholders have obtained generous remuneration for their capital and which nevertheless demands new favors and new rights as a price for improving its means of transportation.

It is true that the proposed new lines will compete with the S. Paulo Railway Company; but it is also true that their construction will save thousands of contos of reis which trade and agriculture in the state of S. Paulo now lose on account of the insufficient capacity of the inclined planes of that railway, whose proprietors consider 30% too small a dividend and feel too poor to spend a little money on the necessary improvements.

It is likewise true that in consequence of this competition the dividends declared will be smaller; but which is indispensable is that the government cannot permit the development of a state like S. Paulo to be hampered by confining its trade to the insufficient carrying capacity of a single railway.

Clause 43 of Decree No. 1,759 gives preference to the S. Paulo Railway Company for the building of other railways, but this preference is given on equal terms and the conditions which it now seeks to force on the government are not similar to those that regulate the grants to the Sorocabana, Paulista and Mogiana. To these roads no favors are granted, nor is it possible for them to become at any time an insuperable obstacle to the progress of S. Paulo.

Clause IV as proposed by the government was

"For all the railroads of the S. Paulo Railway Company, Limited, the privileged territory will be the same as that mentioned in the second of the clauses that accompanied Decree No. 1,759 of April 26th, 1856, and will be based on the route of the present line. It is understood that the port and city of Santos do not form part of this privileged territory and that from these points other railways may be built without hindrance from the S. Paulo Railway Company, Limited, which in the event of its attempting in any way to prevent the building of such roads will lose the right to its privileged territory. It is also clearly understood that the exclusive right of the S. Paulo Railway Company, Limited, in certain territory refers solely to the impossibility of the building of other railways between Santos and Januária, and not to their receiving and delivering freight and passengers within the limits of its privileged territory; but it is no way precludes the building of other railways running in a different direction from that presented from Santos to S. Paulo and from S. Paulo to Januária, and such roads may approach and even cross the lines of the S. Paulo Railway Company, Limited."

The penalty of losing the right to the privileged zone was imposed as a means of preventing the company from attempting to hinder the building of other roads by protesting before the executive branch of the government, or by means of litigation in courts of justice.

Besides, the clause is nothing more than a repetition, in other words, of a similar clause in Decree No. 1,759. What innovation does it contain? That Santos and its ports are not privileged points? In this respect that clause is explicit. The possibility of building other lines from Santos? This also is recognized in that decree.

No new right was consequently created by the clause, which merely established a penalty imposed in the decree.

In view of this circumstance the honorable Dr. Serzedello Cordeiro changed that clause to the following:

"For all the railroads of the S. Paulo Railway Company, Limited, the privileged territory will be the same as that mentioned in the second of the clauses that accompanied Decree No. 1,759 of April 26th, 1856, and will be based on the route of the present line. It is understood that the port and city of Santos do not form part of this privileged territory and that from these points other railways may be built. It is also understood that the exclusive right of the S. Paulo Railway Company, Limited, in certain territory refers solely to the impossibility of the building of other railways running from Santos to S. Paulo and from S. Paulo to Januária, and to their receiving and delivering freight and passengers within the limits of its privileged territory and consequently only precludes the building of railways in the same direction."

It did not suit the S. Paulo Railway Company, however, to confess that all the privileges which up to the present it has made against new grants of lines in Santos are unfounded, and it consequently refused to accept this wording of the clause, demanding that that contained in the said decree of 1856 should be retained.

The S. Paulo Railway Company wished to obtain new favors, but it was unwilling to acknowledge in an official document that it had been unreasonable in its opposition to the building of new lines.

Dr. Serzedello Cordeiro, then, did perfectly right in withdrawing all these favors, and he would do better still, if in conformity with the provisions of the railway law he compelled the English railway company to increase the number of its daily trains or else to receive only such merchandise as it can transport within a short time instead of keeping it for months in its warehouses.

V

We proceed to our ultimate task of demonstrating that the government is not responsible for the crisis that now scourges the port of Santos where we behold heaps of merchandise scattered everywhere, awaiting conveyance to the interior.

It is our duty to show the public that the real responsibility for this belongs to the S. Paulo Railway Company, which, seeing its traffic increase day by day, and foreseeing the arrival of the moment in which it would be obliged not only to increase the daily number of its trains, but also to double its line, was content to build immense warehouses of vast proportions in Santos and S. Paulo and to build new stations, thus forming enormous reservoirs for depositing the merchandise received in excess of its carrying capacity, as to hold it until the moment when the necessity should arise and in this very event the necessity of resorting to more energetic and thorough measures.

The company awaited the appropriate moment for pushing its claims by availing itself of the event produced on the S. Paulo trade by its own enormous action.

But it made a mistake when it supposed that the government would submit to all its impositions.

Above the interests of a corporation are those of the nation and these demand that a permanent remedy shall be found for the crisis caused by the crisis in the carrying trade from Santos to the interior and that from that port shall be built railways that do not burden the treasury with a guarantee of interest nor enjoy rights and favors constituting a monopoly.

Clause 28th of Decree No. 1,759 requires that the company shall obtain sufficient ground for a double track through the length of the trunk line of the road and that it shall construct certain works such as bridges, large viaducts, tunnels and embankments of ample proportions for a double track if it should become necessary. The doubling of the present line was, then, foreseen in that decree and the government could not demand it without being under the slightest obligation to grant the company favors of any kind whatever.

Clause 17th of the same decree enumerates the items of the capital account and among them are those relating to the purchase of lands and the construction of permanent works on the road, so that if the company had complied with the requirements of that clause it would now have among its assets the necessary land for the doubling of its track. And clause 18th declares in its final part: "If at any time the company needs a larger capital than that of two millions sterling, it must obtain it in any way it may be deemed advisable on its own account, at its own risk and on its own security."

These three clauses of said Decree No. 1,759 show, then, that the necessity of doubling the line is not an unforeseen contingency, that part of the capital required for this purpose was included in the amount fixed by the government in relation to the guarantee of interest and to the reduction of freight and passenger rates whenever the dividends should exceed five per cent. for two consecutive years, and finally that, whenever the company requires capital for doubling the line, it is to be raised without any obligation on the part of the government to extend for this reason the period during which the road is exempt from taxation.

And yet the company, for complying with an obligation imposed in the decree granting the charter, in increasing the carrying capacity of its road to meet the demands of a commercial movement for which this road is the sole outlet and of which it claims the right to an absolute monopoly that assembly is only justified when there results therefrom a serious obstacle to the development, progress and welfare of the state of São Paulo, and that of that of Minas, the company, I say, demands that the period for which the road is exempt from taxation shall be extended and that all new expenses, as well as those which have already been made in building warehouses, shall be carried to the capital account, thus rendering it more difficult to reduce the freight and passenger rates.

The government has displayed the greatest possible indulgence; it agreed to the extension of the period; it further agreed that the sums employed in these new expenses should be carried to the capital account after having refused to accede to a similar condition proposed by the Companhia Paulista de Estradas de Ferro when negotiating for the purchase of the English road; it made the company a grant of a metre gauge line, and finally it granted it new and important favors only for the purpose of remedying the evils caused by the road itself, and with all these favors it accomplished nothing, because the board of directors demanded still more!

From this series of considerations frankly stated it results clearly and conclusively that the S. Paulo Railway Company feels little concern for the critical circumstances of the part of Santos where the block in the commercial movement shuts up merchandise in warehouses or scatters it along the beaches, streets and squares, delays vessels in port for unlimited periods, thereby greatly increasing freights, raises the prices of carriage and portage, keeps traffic almost continually suspended on other railways for want of fuel, and deprives these roads of the material and supplies that they have ordered. Little cares the company for the performance of the duties required by its contract whose object is to promote the welfare by facilitating communications and assisting the circulation of freight and passengers.

It is only interested in inducing the government to assent to an internal monopoly between Santos and the interior, and to consent that the majority right for expropriation for public utility shall continue to be, after 1893, a dead letter for 20 or 30 years longer, that the reduction which it is required to make in its freight and passenger rates shall not take effect for many years, that by means of a vague and indefinite clause in regard to time it may avoid doubling its line and building the metre gauge road.

The present plan of the company then is clear and evident: the government is to guarantee the monopoly of the port and city of Santos for the company which in turn assumes no obligation whatever, and is to prevent the building of any other lines from that port, while the company, entirely free from all compulsion to increase its carrying capacity, will continue to store in its warehouses merchandise it is unable to transport, interrupting its traffic at intervals of indefinite length and subject to no penalty unless the interruption continues for over a year.

The transportation problem in S. Paulo demands a prompt and thorough solution, and this solution must necessarily accept the principle of free competition. Let the local and legitimate rights of the S. Paulo railway be respected; permit no other roads to be built in the same direction as that of the company between Santos and S. Paulo and S. Paulo and Jundiahy; allow no other roads to receive or deliver freight or passengers; let the company's privileged territory, that from Santos to the interior either by rail or by river, must and shall be built, for only thus it is possible to comply with the requirements of a rich and progressive state, whose growth is now hampered by the narrow views of a single company unable to understand rightly its own interests which are necessarily subordinate to those of public safety.

RIVER PLATE ITEMS.

—The United States and Brazil Mail S. S. Co. has offered to carry the Argentine exhibits for Cuzco free of charge.

—A serious movement in the Santa Catalina barracks near Buenos Aires was discovered a few days ago. Some 49 officers and sergeants have been placed under arrest.

—The new land tax which has created so much discussion in Uruguay imposes a tax of 6½ per 1,000 on urban, suburban and rural properties at their real values, except in the case of rural properties where the low special values.

—Alarming reports of revolutions, etc., are again current in Buenos Aires. A telegram of the 23rd says the situation is becoming worse, and that a report is current that Dr. Saenz Penna will resign the presidency. Our neighbors will soon learn that Gen. Roca is behind all this, and that they will have no peace until this man is put where he can do no mischief.

—Eight hundred copies of the map showing all the railway lines in the republic are lying in the custom house, having been embargoed by the agents of the steamer that brought them from Europe for non-payment of freight. This map was drawn up by order of the board of national railways and was sent to Europe to be engraved and printed. —*Times of Argentina*, Buenos Aires.

—The Pastoral company (Maga's liquidation) is almost wound up, having sold all their properties here to the amount of \$2,400,000, which have been exported to Brazil in the form of exchange; and as exchange in Rio is about 110, the shareholders of the Pastoral company in Brazil have received already 95% of the value of their shares which at one time were considered worth nothing. —*Uruguay News*, Sept. 11.

—The highest quarantine seems destined to prove one of the last strokes that will crush the back of our struggling commerce. Several important houses have telegraphed to their correspondents in Europe to suspend the dispatch of goods while the quarantine dispositions last on account of the increased expense involved. It is said that exporting houses have also received instructions not to ship produce at present, on similar grounds. —*Uruguay News*, Sept. 11.

—It is a strange anomaly that though many schoolmasters throughout the country have for several months not received their salaries, that yet the school board has taken upon itself to send a representative to the congress of pedagogues to be held in Madrid, paying him the expenses of the journey as well as a monthly salary of two hundred and fifty gold dollars; at least so we learn from a juicy gossamer by various persons residing in the city district. —*Times of Argentina*.

—Intelligent Europeans will hardly forbear from smiling at the calm proposal of the Argentine Congress to extend naturalization to foreigners as an honor and a favor to be humbly solicited. Most people would think that the honor and the favor were the other way, and that Argentinians should be grateful to those foreigners who consent to the sacrifice. Such a proposal smacks of the profound vanity and conceit, born of ignorance, prevalent in certain untutored native River Plate circles. —*Montevideo Times*.

—The civil registry officials refuse to perform the office of marriage after their special form 324 p.m., and on Sundays the offices are closed. This is only another piece of official tyranny and a restriction on the aspirants to matrimony but it is well that the public should be aware of the fact, that they may adapt themselves to circumstances as well as possible. The civil marriage officials are well known to behave most insolently to all who apply to them, but their insolence is the more notable in the case of those who express their intention to be married according to the laws of religion. —*Buenos Aires Southern Cross*, Sept. 9.

—The journey to Rio de Janeiro of Dr. Assis Brasil, the Brazilian minister plenipotentiary, has for its object the drawing up of a commercial treaty between the two countries; the Argentine representative being already at Rio Janeiro. It is a well-known fact that whenever there was any hitch in the Misiones question, both Brazil and Argentina increased the duties on each other's products, with the result that Brazilian tobacco pays a duty of three times its value, and equally excessive rates have been fixed on Argentine flour and jerked beef. It is now the intention of both countries to lessen these duties. —*Review of the River Plate*, Sept. 3.

—The public may like to know that there are sixty-nine murderers in jail at Rosario; but those of our readers who do not believe in capital punishment need not be alarmed, as it goes without saying that the utmost penalty of the law will not be carried out. Should a judge condemn any of these men to death, we would be sure to read in our Rosario exchanges that the criminal had escaped, leaving no tracks behind. The Rosario police are, as a rule, enlisted from the ranks of the criminals in the prisons; and it is a well-known fact that several noted thieves are at present acting as policemen. Perhaps the Santa Fé authorities believe in the old axiom of "setting a thief to catch a thief." —*Review of the River Plate*.

—The quarantine authorities continue, and vessels arriving with quarantine in Montevideo to escape in Buenos Aires (as has happened with the *Woodworth* or vice-versa), at the caprice of the respective authorities. Apart from the absurdity of this, it is very prejudicial to business interests. The ridiculous conflict will never cease until there is one board and one regulation for the whole of the River Plate, as at present each board is anxious to show off its "authority" at the expense of the other. It has also been hinted that there is a little jobbery behind it, as there is behind most things here. When there are lat and profitable concessions for provisioning the lazaret, there is also a desire to keep the lazaret full. —*Montevideo Times*, Sept. 14.

LEGISLATIVE NOTES

SEPTEMBER 17. —*Senate*.—In a speech on the estimates for the army department, Senator Roca said that at the Mattozo powder magazine in this city 100,000 kilos of powder had been damaged by rain. —*Chamber of Deputies*.—Deputy Costa Junior, in a speech on the estimates for the department of agriculture, said that in 1888 the General's gross receipts were 12,573,000, producing the net revenue of 5,632,000. Last year the gross receipts were 16,500,000, but the net revenue was only a little over 3,000,000.

SEPT. 19. —*Senate*.—The Senate voted in 3-1 discussion the bill making a deficiency appropriation of 100,000 in gold for the department of foreign affairs, that making an appropriation of 533,226 for the extension of the Sobral railway to 141, and that making a deficiency appropriation of 510,000 for uniforms for the soldiers. Senator Almeida Barreto thanked the senators who had contributed to permit his return from exile and promised to take the 100 at some future time to defend himself from the charges made against him. —*Chamber of Deputies*.—The Chamber declined to interrupt its labors to permit Deputy Seabra and Jacques Ourique to make speeches on what they described as a subject relating to the constitutional interests of the country. On motion of Deputy João de Siqueira the Chamber decided by a vote of 66 to 38 to ask Deputy Matta Machado to resign his resignation of his seat in Congress. In the debate on the estimates of the war department

Deputy Ourique said that the declaration made in the *Diário Oficial* in regard to the opinion of the minister of war on the reduction of the strength of the army, was offensive to the budget committee and to the Chamber. "Either that," said Deputy Barreto, "or the minister is incompetent and does not know his own language."

SEPT. 20. —*Senate*.—The amendment to the budget of the department of justice and the interior, reducing to 18,000 the salary of the Vice-President of the republic, was considered unconstitutional by the Chamber, and the author of the amendment, Senator Quintino Bocayana, was permitted by the Senate to withdraw it. The budget of the department of justice was voted in 2-1 discussion. —*Chamber of Deputies*.—The following incident occurred: Deputy João de Siqueira had given to answer a statement made by a journal charging Deputy Matta Machado with falsifying in favor of the union asking him to withdraw his resignation. The president, finding something informal in what the speaker was saying, but representing him to take his seat while a passage in the rules was read. When the reading was concluded, Deputy João de Siqueira asked: "Now, Mr. President, shall I sit down or stand up?" The Chair: "Your Excellency cannot continue. I decide that I will enforce this rule." Deputy João de Siqueira said, "But, Mr. President, you asked me to sit down while the 1st secretary was reading the rules, and now I wish to know whether you will grant me leave to stand up." Laughter and uproar ensued and the chair suspended the sitting. Deputy Seabra gave an account of what occurred at the house of the president, that he had invited the people to depose Gen. Floriano Peixoto, nor is it true that he ever conspired against him. He affirmed what had already been said of the arrival of an unknown person at Gen. Deodoro's with the report that Gen. Floriano had been deposed. He gave an account of his arrest and said that by some of the persons who had charge of him, he was courteously treated, but that by others he was insulted and threatened. He promised to continue his speech on the following day and inform the Chamber what had occurred to him while in exile.

SEPT. 21. —*Senate*.—The Senate voted in 3-1 discussion, with amendments, the budget of the department of justice and the interior. The amendments were, the appropriation of 45,000 for the Penitentiary. —*Chamber of Deputies*.—The Chamber rejected the Senate's amendment to the bill regulating the competence of the general government and the states in regard to internal improvements. Deputy Glycerio spoke against the bill on banks of issue. The effect of this bill, if it passed, while the law is still in force, is to take over the issue of the banks, to which he is absolutely opposed. Deputy Seabra continued his account of his experience as a political prisoner and exile. After his arrest he wrote in Col. Serzedello with whom he was on friendly terms, but received no answer. On reaching Santa Isabel in Rio Negro he found the exiles had been sent to the barracks, and accommodations prepared for them. At one time they were without food and lived on parrots killed by Col. Jacques Ourique.

SEPT. 22. —*Senate*.—The Senate voted in final discussion the amendments in the budget of the department of justice and the interior. On the appropriation for the Penitentiary there was a warm debate between Deputy Rangel de Almeida, Deputy Victoriano and Virgilio Damasco. The amendment making the appropriation was sustained. —*Chamber of Deputies*.—Deputy Thomaz Flores defended the army. The soldier, he said, is not, as has been alleged, a non-producer. He is the maintainer of peace, without which there is no work and consequently no production. He moved to inquire whether the government had moved on the constitution and budget reported in favor of the Senate bill for applying to the pay of senators and deputies during the prolongation of the session the unexpended balance of appropriation for legislative expenses. The police committee reported the favor of the resolution for sitting at night and on Sundays until all pressing legislative work is completed.

SEPT. 23. —*Senate*.—The committee on finance reported against the bill from the Chamber of Deputies for converting the 4% gold bonds. —*Chamber of Deputies*.—Deputy Glycerio spoke in favor of Chinese immigration and Deputy Barreto against it. A motion of Deputy Fragoza Carvalho to close the discussion was lost for want of a quorum. Deputy Jacques Ourique moved to instruct the project committees of the house to report on certain points of constitutional law, among which are the following: "Shall the acts of the government retiring officers of the army and navy and commanding professors be allowed to stand? Has Congress the right to delegate powers to the executive branch of the government? Are parliamentary immunities suspended by a declaration of martial law? Has the Supreme Court no right to take cognizance of cases of *habeas corpus* during the existence of martial law? Deputy Returns moved to inquire whether the government has been officially informed of the opinion expressed, according to a telegram published in the *Journal do Commercio*, by the Brazilian minister at London, in regard to the causes of the improvement in exchange. One of the causes there stated is the death of Gen. Deodoro. Deputy Severino Vieira moved to inquire whether banks that have contracted to lend money to planters have a right to change the rate of interest on their loans, and if not, whether the government has means at its disposal to restrain them from so doing.

The United States government recently transferred \$20,000,000 in gold coin from San Francisco to New York. The gold was shipped in 500 boxes as registered mail matter and was under the charge of special postoffice employees and guards. A special mail train was run and the railways across the continent charged it only the usual mail rates. The employees and guards numbered 51 men. The total cost to the government was \$3,500, including the personal expenses of the men. The best offer obtainable from the express companies, which of course included the risk, was \$3 per \$1,000, or \$50,000 in all.

PROVINCIAL NOTES

—The people of Uberaba are again complaining of an irregular mail service.

—The legislature of Pará has voted 300,000 for establishing an agricultural school in that state.

—The Santos custom-house is offering \$4 a day for laborers, and is finding difficulty in getting men even at that rate.

—The *Republica*, a paper of Ceará, says that a valuable alum mine has been discovered in the municipal district of Crato in that state.

—The state of Pará expects to send 400 packages of exhibits to the Chicago exposition, including a large number of textile fibres, native woods, etc.

—On the 20th inst. the president of S. Paulo signed the bill appropriating 40,000 for causing that state to be represented at the Chicago exhibition.

—A paper of Piahy says that in honor of the christening of a doll, of which Governor-elect Cordeiro was godfather, the day was officially declared a holiday.

—The strike of the custom-house laborers in Santos continues "pacifically," says a telegram of the 23rd, but to the serious prejudice of commerce. Commerce is now getting used to that sort of thing.

—A man named Constantino Poeta has just been condemned in S. Paulo to two years' imprisonment for homicide. It would be better to acquit a man entirely than to impose such a punishment for murder.

—On the night of the 24th a gang of thieves broke into the house of Luiz de Pontes Barbosa, Campinas, bound the whole family, and then sacked the place, carrying away property to the value of 18,000.

—The commander of the gunboat *Conanfa*, stationed at the port of Santos, has asked to be relieved of his command on the ground that the means at his disposal are insufficient for enforcing the quarantine regulations.

—A telegram of the 20th from S. Paulo says that at that date there were in Santos more than 300 cases of small-pox, which, according to the same telegram, is also epidemic in Santo Amaro, Jahu, Mirica and other localities.

—An employee of the Companhia de Navegação Costeira at Porto Alegre has been caught in a robbery of 2,800. He had taken the money to meet the expenses of his marriage. Not a promising beginning of wedded life, surely!

—A telegram of the 22nd from Santos says that there is a dispute between the municipal council of that city and the gas company, and that consequently during several of the preceding nights the city had been left in almost total darkness.

—At Jaguará, Minas Geraes, a young man recently lost one of his hands through the explosion of a dynamite rocket on his wedding-day. The next time he gets married he will probably know better than to use dynamite in expressing his joy.

—The body of a candy-vendor named João Baptista was found in Rua do Gazometro, in São Paulo, on the night of the 24th. The unfortunate man had been severely wounded, one of the wounds showing a sword-thrust through the heart.

—Alarming notices are received from Catalão, Goyaz, of threatened attacks from the Affonso tribe of Indians. It is even charged that these Indians, who are professional cutthroats, are making inroads in various places, counting upon the protection of the police.

—A Bahia telegram of the 26th says that cadet Leoncio and some other individuals had attacked the editor of the *Correio da Notícias* the preceding morning, and gravely injured him with stones and pistol shots. Another instance of the peaceableness of the military!

—A Pará telegram of the 25th says that the bark *Tramquehor*, with a cargo of coal from Cardiff, had been wrecked between Salinas and the Bragança channel, at the mouth of the Cintra river. The master and four sailors were lost, and five sailors were saved. The cargo is a total loss.

—A telegram of the 22nd from S. Paulo says that the Banco da Lavoura has temporarily suspended the refunding of their money to holders of Ypiranga lottery tickets. It is to be hoped that no mistake has been made and that it is really the suspension and not the refunding that is temporary.

—One of the reasons given by the vice-president of Espírito Santo for not changing the flag is the danger of getting into the habit of changing it. But why should that be called a danger, if the majority of the people don't care what flag they are under any how? And why not change the flag as often and easily as they change their governors?

—A S. Paulo telegram of the 23rd says that the jury has absolved the three soldiers of the 10th regiment who assaulted the captain of the Br. bark *Bachaden* in June last for the purpose of robbery. Englishmen will soon learn, we trust, that they have no legal protection in Brazil, and will therefore have to take care of themselves as best they can.

—The state of Pará will distribute at the Chicago exhibition pamphlets in different languages giving an account of the balloon of Julio Cesar. The sum of 10,000 has been appropriated for this purpose. For the information of our American readers we would say that it is not the same Julio Cesar who used to travel about Gaul on foot to the great inconveniences of the public. We believe that the only thing in common between the two men is the circumstance that they are both dead.

COMMERCIAL

September 25.		
10 Apollos, 51, 1027	50 h. n. C.R. Braz.	60
10 h. n. C.R. Braz.	50 h. n. U.S. Agric.	83 500
100 do gold, 103		
Banks.		
3 Brazil, 284	50 Lavaca Com.	83
60 do 1000, 1300	5055 Republica	81
500 h. n. C.R. Braz.	9 500	700
500 h. n. C.R. Braz.	5 10	50
500 h. n. C.R. Braz.	1000	do 1000 Oct 85
Railways and Transports.		
500 Minn's Jern.	4	14 Jar. Bat. train.
September 24.		
500 Sucre, 18	100 del. U.S. Ind.	
500 G.H. Cr. Mord.	8 500	S. Schindler
500 h. n. C.R. Braz.	50 h. n. C.R. Braz.	97
500 h. n. C.R. Braz.	50 h. n. C.R. Braz.	103
Banks.		
50 Brazil, 278	100 Ind. U.S.	9 500
60 do 1000, 1300	5055 Republica	81
500 h. n. C.R. Braz.	9 500	700
500 h. n. C.R. Braz.	5 10	50
500 h. n. C.R. Braz.	1000	do 1000 Oct 85
Merchandise.		
356 V. F. Sapirahy	1 60	Olms Paulo
200 h. n. C.R. Braz.	40	Olms Paulo

MARKET REPORT.

Rio de Janeiro, September 26th, 1892

EXPORTS.

Coffee.—A fair business was doing during the week, and

as receipts were only moderate, and a good deal of coffee

has been sold in the market, the business has been fairly

quiet, and the market is not very active. The price of

coffee is not very high, and the market is not very

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Imports.

There has been rather more movement in the market, and the steady advance in exchange has caused a reduction in quotations pretty much all around. Flour was rather firm, under a demand from the northern ports, where some trouble was anticipated from quarantine regulations; but a moderate quantity seems to have satisfied the requirements of the northwestern and the market has become quiet again at lower prices. A cargo of Pitch pine, a moderate shipment of White, and two cargoes of Swedish pine, have arrived. We have no particulars of the first; the second has been sold, and the two cargoes of Swedish pine on order. Receipts of flour have been only fair, but the market is lower and flat. Land has also given way, although the supply of flour is very small. No Rice has arrived, but quotations are lower. A cargo of Canadian codfish has arrived, and the market is quiet flat and with a downward tendency. Indian corn keeps fairly steady, but Hay has dropped off sharply. Cement also has lost the highest exchange rates, although French is unchanged. Exchange was firm and steadily advanced until the 23rd when some hesitation was apparent, which was explained by liquidations of speculative contracts.

Flour.—Receipts have been:

Glad 7 bbls, from Baltimore 6,000 lbs.

Glad 7 bbls, from Rio de Janeiro 350

6,000 lbs.

Owing to quarantine exact as a demand appeared for the

medium quality and some 7,000 lbs. were reported sold for

shipment there, but this demand has apparently been satisfied,

and the market is now reported quiet, and weak, at lower

quotations.

Stock in first hands is estimated to be:

900 bbls. American

6,000 bbls. River Plate

1,500 bbls.

and includes open as follows:

	nominal
Richmond 1st	23,000-24,000
do 2nd	23,000-24,000
Baltimore 1st	23,000-24,000
do 2nd	23,000-24,000
Western R. 1st	23,000-24,000
do 2nd	23,000-24,000
City Mills	23,000-24,000

The movement during the first fortnight of September was

the following:

Stock on August 31st 50,000 bbls.

Receipts since 5,314 bbls.

83,314 bbls.

Sales and withdrawals 2,314 bbls.

Stock, September 19th 60,000 bbls.

Pitch Pine.—There has been no cargo, but quotations

are wanted. We may still quote at 50-50-50 per ton

with the market reported firm.

White Pine.—Receipts have been 200 bbls. per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Spruce Pine.—A vessel has been chartered for this port,

but no cargo has been reported.

Swedish Pine.—Receipts are 250 bbls. per ton

from Stockholm, and 600 bbls. per ton from

Helsinki, both in tenders. Quotations are nominal.

Kerosene.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Lard.—Receipts are 850 bags per ton

from Baltimore, and 1,000 bags per ton from

New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Rice.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Cotton.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Wool.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Hides.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Tallow.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Sugar.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Molasses.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Starch.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Flour.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Cement.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Bricks.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Lumber.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Glass.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Paper.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

Books.—Receipts are 10,000 cases per ton

from New York, which were sold at 25-15 per foot, and at

this quotation the market is reported steady.

SEPT. 24.

PHILADELPHIA—By ship *Otago*; 1005 tons; Cramley 61 d; railway material to Norton, Megaw & Co.

HARROGATE—By ship *Arcturion*; 94 tons; Rallenberg 74 d; pins to F. Passos.

SEPT. 25.

PENACOLA—By ship *Albat*; 904 tons; Olsen; 10 d; pine to order.

CARDIFF—By ship *San Henry Lawrence*; 1200 tons; Brown; 27 d; coal to Messingens Maritimes company.

—By ship *Gaza*; 723 tons; Molani 35 d; coal to order.

—By ship *Drummond*; 1778 tons; Withers; 40 d; coal to order.

GLASGOW—By ship *Bacon Rock*; 1789 tons; Brown; 35 d; coal to Gas company.

LEITH—By ship *Arcturion*; 804 tons; Roberts 7 d; coal to order.

GLASGOW—By ship *Melnyne*; 1335 tons; Roberts 47 d; coal to Belmini Rodrigues & Co.

MARSHALLS—By ship *Pharos*; 615 tons; Coste; 52 d; sundries to order.

BAHIA BLANCA—By ship *H. H. Wright*; 285 tons; Lamb; 15 d; coal to Central Brazil railway.

CARDIFF BY SANTOS—By ship *Mal y Don*; 1650 tons; Jones; 4 d; coal to Central Brazil railway.

DEPARTURES OF FOREIGN VESSELS.

SEPTEMBER 16.

GASPE—By ship *Reaper*; 139 tons; Le Guessey; ballast.

PARANAGUA—By ship *Waternight*; 185 tons; Nilas; do.

SEPT. 21.

SANDY HOOK—By ship *Annie M. Lutz*; 1136 tons; Ryden; ballast.

LIVERPOOL—By ship *Anstruth*; 2586 tons; Parker; same cargo.

ADRIAN—By ship *Deveron*; 1256 tons; Patterson; ballast.

NATAL—By ship *Santhan*; 453 tons; Rodgers; do.

PERANAGUA—By ship *Joel Oliveira*; 639 tons; Arey; do.

SEPT. 22.

FALMOUTH—By ship *Novik*; 447 tons; Rassamussen; 12,000 salted hides.

SOUTH PASS—By ship *Car*; 126 tons; Ray; ballast.

PENACOLA—By ship *Valberg*; 1054 tons; Olsen; do.

SEPT. 24.

RACTHONS—By ship *Francia*; 643 tons; Pillsbury; coffee.

RANGHON—By ship *Scottish Chief*; 644 tons; Davies; ballast.

ZANGBARI—By ship *Wheatland*; 313 tons; Tilscom; same cargo.

SEPT. 25.

ADRIAN—By ship *Adriatic*; 197 tons; Tetters; ballast.

ROSBAR—By ship *Hindostan*; 683 tons; Cripps; do.

VESSELS AFLOAT & LOADING FOR RIO.

ABO—By ship *Albat*; 904 tons; Olsen; 10 d; pine to order.

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DEPARTURES OF FOREIGN STEAMERS.

DATE	NAME	WHERE TO	CARGO
Sept 16	Marcia Br	Santos	Sundries
20	Stammore Br	do	do

Shipping.

THOMAS NORTON'S
OLD REGULAR LINE OF SAILING PACKETS
BETWEEN THE
UNITED STATES AND BRAZIL PORTS
Established in 1865
Loading Berth: Cover d Pier No. 17, East River
For Freight and General information apply to
Thomas Norton,
104 Wall St., New-York.

Steamships.

ROYAL MAIL
STEAM PACKET COMPANY.

Under contracts with the British and Brazilian
Governments for carrying the mails.

TABLE OF DEPARTURES,

Date	Steamer	Destination
Sept. 30	Tamor...	Montevideo and Buenos-Aires.
Oct. 3	Clyde....	Bahia, Pernambuco, S. Vicent, Lisbon and Vigo.
.. 10	Magdalena	Montevideo and Buenos-Aires.

This Company will have steamers from and to England twice per month.
Insurance on freight shipped on these steamers can be taken out at the Agency.

For freight, passages and other information apply to
Rua de S. Pedro No. 1, Subrado.
G. C. Anderson,
Superintendent.

LIVERPOOL, BRAZIL AND RIVER
PLATE MAIL STEAMERS.

LAMPORT & HOLT LINE

INTENDED SAILINGS FROM RIO.

New York.

Holbein.....	Oct. 1st
Sirius.....	.. 8th
Keppler.....	.. 15th
Obers.....	.. 22nd
Pascal.....	.. 29th

New Orleans:

Bellagio.....	Oct. 20/30
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Antwerp and London

(via Bahia and Southampton)

Wordsworth..... Sept. 29th

Valparaiso, Callao and

West Coast Ports:

Copernicus..... Nov. 1st

Intended sailing from Santos to

New York:

Eucled.....	Sept. 28th
Keppler.....	Oct. 15th
Pascal.....	.. 19th

For more information apply in Santos to
Messrs. F. S. Hampshire & Co., Agents.

In Rio

For cargo apply to the Broker

Wm. R. McNiven,

89, Rua 1^a de Março.

For passages, parcels, specie, etc., to the

Agents—**NORTON MEGAW & CO.**89, Rua 1^a de Março.

WILLIAM SAMSON & CO.

Steamship Agents

AGENTS OF THE

ALLAN LINE OF STEAMERS

HOWDEN LINE OF STEAMERS

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Buenos Aires, Calle Cayo No. 129, .. 905

Montevideo, Calle Piedras No. 35, .. 253

Rosario, Calle Bajada No. 150, .. 54

Cable Address:—SAMSON.

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NAVIGATION COMPANY.

ROYAL MAIL STEAMERS.

DEPARTURES FOR LIVERPOOL.

Calling at Lisbon, Bordeaux and Plymouth.

Magellan..... Oct. 1st

Britannia..... .. 2nd

These regular steamers are fitted with the electric light and all modern conveniences. Insurance policies may be taken out at the agency on merchandise, baggage and values.

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No. 1 A, Rua de S. Pedro;

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No. 2, Praça das Mariinhas.

THE SINGER MANUFACTURING COMPANY
NEW YORK AND LONDON

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Porto Alegre: 339, Rua dos Andradas	Buenos Aires: 137, Calle Maipú	Rosario: 43 G, Calle Cordoba	Montevideo: 73, Calle 18 de Julio

and at Salto, La Plata, Córdoba, Santa Fé, Tucuman, Auñon, Valparaiso, Santiago, Guayaquil, Lima, Iquique, La Paz, etc., etc.

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CAIXA 1145.

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Fortnightly to Europe, Asia, Africa, &c., &c.

MONTHLY TO UNITED STATES OF AMERICA.

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SAUCE,

The ORIGINAL and Genuine

WORCESTERSHIRE SAUCE

bears the Signature, thus:—



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SHIPPING Co., L^d.

ROYAL MAIL STEAMERS.

HOMEWARDS—RIO to LONDON.

Due at Rio de Janeiro.

Aorangi..... Oct. 21st

Ruahine..... Nov. 2nd

These steamers are first-class in every respect and are celebrated for quick homeward passages and superior accommodations. Call at TENNESSEE and PLYMOUTH; passengers may land at latter port.

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ROYAL MAIL STEAMERS

BETWEEN

NEW ZEALAND and LONDON.

HOMEWARDS—Due at Rio de Janeiro.

Arawa..... Oct. 21st

Coptic..... Nov. 4th

Steamers superior in every respect and fitted with every convenience for the comfort of travellers. Call at TENNESSEE and PLYMOUTH; passengers may land at latter port.

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SAILINGS FOR NEW YORK:

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Captain ZÖLLING

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BAHIA, PERNAMBUCO, MARANHÃO, PARÁ,

BARBADOS and ST. THOMAS.

Friday 17th October at 10.0 a.m.

Passage Rates

To Liverpool..... cabin .. stowage

New York..... \$220 .. gold

" & back. \$145 \$75 ..

" .. \$275 ..

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Regular Lines of Steam Packets between
Bremen—United States
" Brazil
" River Plate
" China Japan
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and 23rd of each month to

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Passengers and cargo for all ports of the different lines accepted.

Passage Rates:	1st-cl.	3rd-cl.
Rio—Antwerp, Bremen.....	500 Marks.	120000
"—Vigo.....	500 "	100000
"—Lisbon.....	500 "	90000

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THE GREAT REMEDY FOR PAIN.
CURES
Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Sprains, Swellings, Bruises, Burns, Scalds, Frost Bites.

Sold by Druggists and Dealers everywhere. Fifty Cent a Bottle. Directions in 11 Languages.

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THE GREAT TONIC AND STRENGTH GIVER

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Lung Diseases, Imperfect Nutrition
Nervous Diseases, Dyspepsia
General Debility, Anemia

and in convalescence from all wasting diseases.

The immediate beneficial effects of FELLOWS' SYRUP in those cases of emaciation and weakness produced by long illness whether from pulmonary diseases or fevers, prove its tonic virtues and its value in accelerating digestion and assimilation.

FELLOWS' SYRUP is too well known to require further remark; it cannot be closely imitated though many persons have sought to trade upon its reputation.

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